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TECHNICAL MEMORANDUM

TO: **Will Ernst (Boeing)** **Date: April 6, 2009**

FR: **Scott Matthees (Golder)** **Job No.: 013-1646.009.400**

RE: **Completion of Excavation for 2-38 Utility Chase**

Introduction

Boeing has completed an excavation to uncover the top of a utility chase (utilidor) near Water Tank 2-38, located between Building 2-31 and 16th Avenue South (Figures 1 and 2). The excavation was required to enable the removal of concrete access hatches such that maintenance could be performed inside the utilidor. This memorandum presents a description of the excavation activity.

No RCRA units are located in the immediate vicinity of the excavation, and groundwater was not encountered due to the shallow depth (~1 foot) of the excavation and the fact that the groundwater table is typically 9 to 12 feet below ground surface (bgs) in the Plant 2 area.

Excavation

The excavation was performed in late February 2009 at a location approximately 30 feet further south than the location anticipated by the Technical Memorandum (Tech Memo) "Excavation for 2-38 Utility Chase", dated February 3, 2009. The revised location required a shallower excavation and the removal of less material than anticipated by the Tech Memo. The excavation measured approximately 40 feet long by 2 feet wide by 1 foot deep, and resulted in the removal of approximately 3 cubic yards of asphalt pavement and base rock. Upon completion of utilidor maintenance activities in March 2009, the base rock was re-used to backfill the excavation, and the excavation was then capped with a new layer of asphalt paving.

Analytical Data

A preconstruction review of analytical data indicated that four historical borings were located within a 60-foot radius of the planned excavation. The locations of the borings are shown on Figure 2. Due to the shallow depth of excavation planned for this project, the review was limited to soil samples from depths of less than 15 feet below ground surface (bgs) and groundwater samples from depths of less than 25 feet bgs. The review indicated that 8 historical soil samples and 6 historical groundwater samples had been collected at the subject boring locations within the respective range of depths indicated above. The analytical data for the samples were presented and discussed in the Tech Memo. No preconstruction sampling was planned based on the results of the analytical data review.

Construction Support Activities

Construction support activities included visual inspection of the excavation and the use of a photoionization detector (PID) to check the base rock for volatile organic compounds (VOCs). No signs of contamination were detected, and no sampling was therefore conducted. Excavated materials

were segregated and properly managed for re-use (base rock) or characterization and disposition (asphalt).

cc: K. Angelos (Golder)
File: 013-1646.009.400

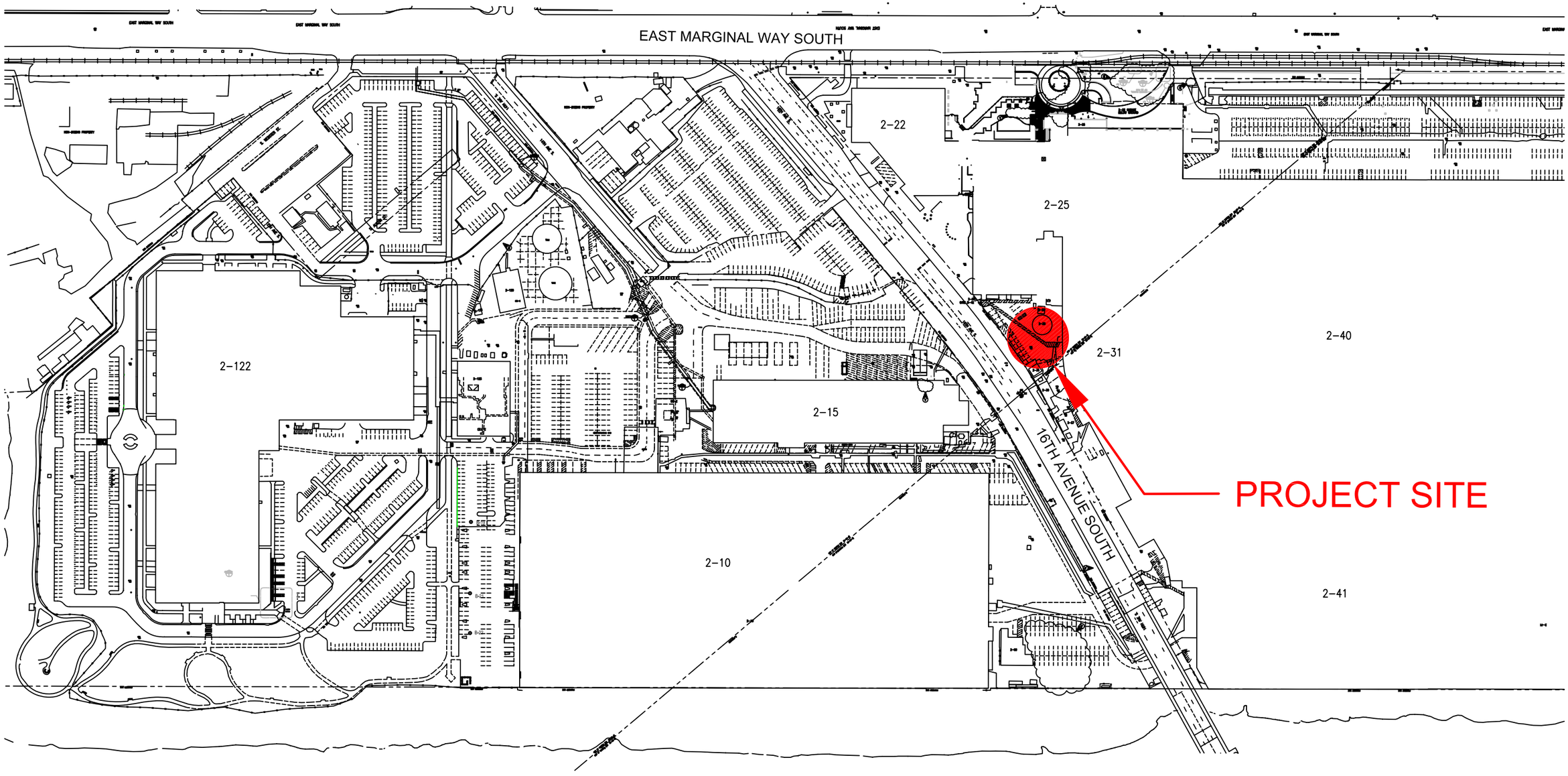

FIGURE **1**

LOCATION AND VICINITY

2-38 UTILITY CHASE EXCAVATION

BOEING/PLANT 2 CMS/WA

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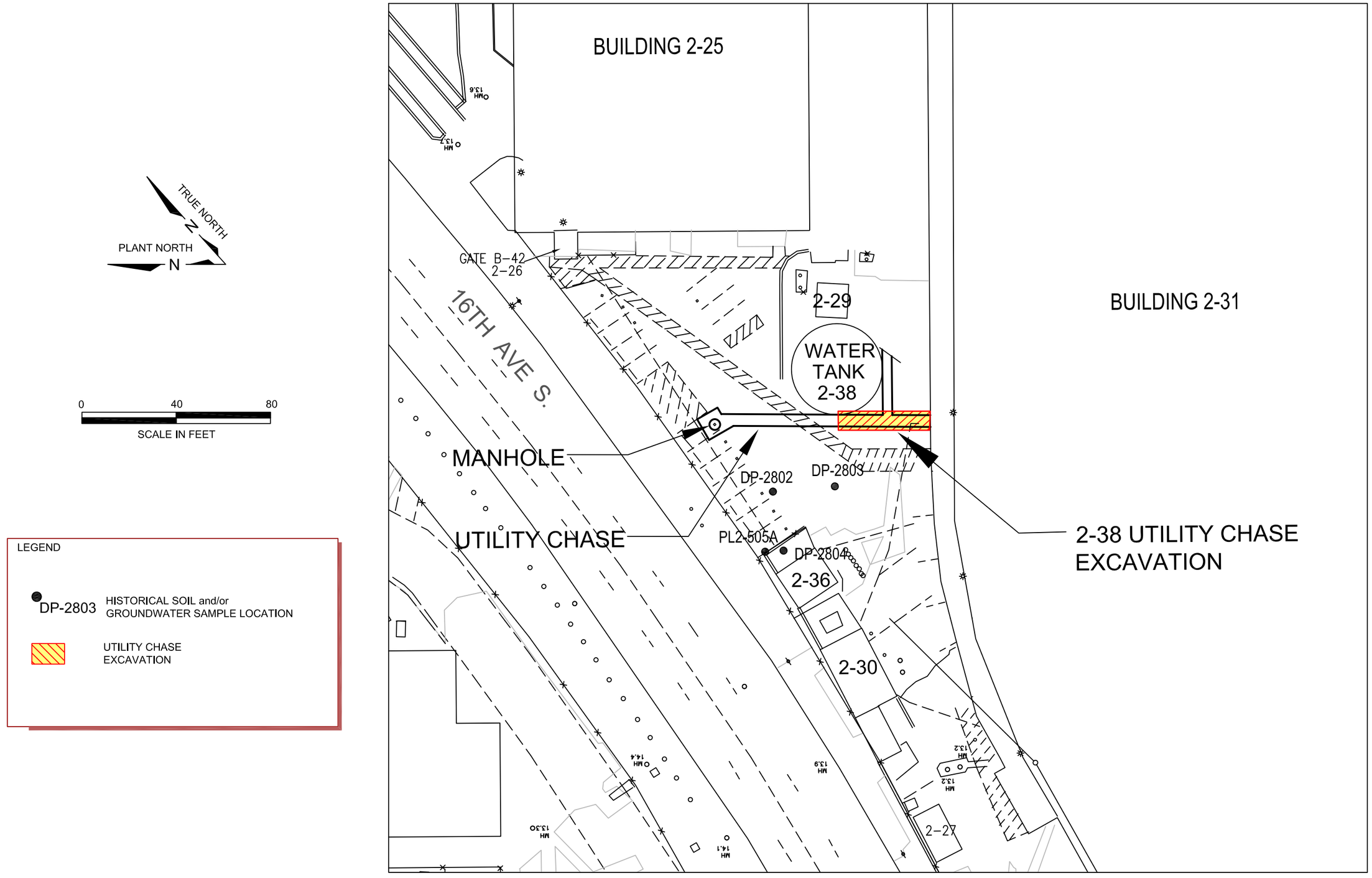

FIGURE **2**

2-38 UTILITY CHASE EXCAVATION

BOEING/PLANT 2

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